9.4.5 Transport, access and parking code

9.4.5.1 Application

This code applies to assessing material change of use, reconfiguring a lot or operational development applications for development in all zones.

When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3 located in Part 5.

9.4.5.2 Purpose

(1) The overall outcomes are the purpose of the Transport, access and parking code.

(2) The purpose of the Transport, access and parking code will be achieved through the following overall outcomes:
- (a) development is integrated with the transport network to maximise the accessibility and efficiency of traffic and transport movement;
- (b) the hierarchy of the transport network is maintained and reinforced by development;
- (c) development provides safe, efficient and convenient access to and from the road network for vehicles, cyclists and pedestrians;
- (d) on-site car parking is provided that is adequate to meet the reasonable requirements of specific development;
- (e) on-site car parking and manoeuvring areas are provided that are safe, convenient and legible for vehicle and pedestrian movements;
- (f) adequate access and manoeuvring areas for service vehicles are provided to meet the expected servicing needs of the development;
- (g) parking facilities do not adversely impact adjoining development in terms of nuisance emissions or amenity impacts;
- (h) development limits impacts on the safety and efficiency of transport corridors.

9.4.5.3 Assessment benchmarks

Part A - Criteria for accepted and assessable development

Table 9.4.5.1 - Transport, access and parking code

Performance Outcomes	Acceptable Outcomes
For accepted, accepted subject to requirements and assessable development (code, code (fast tracked) and impact)	
PO1 Vehicle crossovers to public roads are minimised to reduce: (a) interference with the function and operation of public roads; (b) pedestrian to vehicle conflict; and (c) impacts on the character and amenity of the street.	**AO1.1** Vehicle crossovers are constructed in accordance with **SC6.2 – Planning Scheme Policy 1 – Design and Construction Standards**. **AO1.2** A maximum of one (1) vehicle crossover per lot is provided. OR **AO1.3** A maximum of two (2) vehicle crossovers per lot where the frontage exceeds 15 metres. **AO1.4** Vehicle crossovers are not located on a bend in the road with a radius of less than 450 metres. **AO1.5** Vehicle crossovers are not located within: (a) 15.0 metres of a signalised road

<table>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th></tr>
<tr><td></td><td>intersection;
(b) 12.0 metres of an un-signalised road intersection in an Industry Zone or Centre Zone or 10.0 metres in any other zone;
(c)2.0 metres of any adjoining property access, including shared property accesses; and
(d) 1.0 metre of any street signage, power pole, street light, street tree, manhole, stormwater gully pit, or other Council asset.</td></tr>
<tr><td>PO2
Vehicle access is designed and constructed to ensure safe, all weather, functional operation for motorists and pedestrians.</td><td>AO2
Vehicle access is designed and constructed in accordance with SC6.2 – Planning Scheme Policy 1 – Design and Construction Standards.</td></tr>
<tr><td>PO 3
Vehicle access is provided to ensure the safe and functional operation for motorists and pedestrians.</td><td>AO3
All lots must have vehicle access to a formed road. Access is to be designed and constructed in accordance with SC6.2 - Planning Scheme Policy 1 - Design and Construction Standards.</td></tr>
<tr><td>PO4
Car parking is:
(a) adequate for the expected demand;
(b) designed to ensure safe and functional operation for motorists and pedestrians;
(c) allows for the safe and efficient servicing of the site; and
(d) located to protect the amenity of surrounding land uses.</td><td>AO4
Car parking is provided in accordance with the requirements identified in Table 9.4.5.2 - Car parking generation rates and service vehicle requirements.
Note- Car parking rates are to be rounded up to the nearest whole number.</td></tr>
<tr><td colspan="2">For assessable development (code, code (fast tracked) and impact)</td></tr>
<tr><td colspan="2">Vehicular</td></tr>
<tr><td>PO5
Vehicle crossovers are configured to satisfy the basic traffic design criteria having regard to:
(a) the volume of traffic generated at that driveway by the development;
(b) the type of road to which access is sought;
(c) the existing and predicted future traffic volumes of the road to which access is sought;
(d) the number of carparking spaces served by the driveway;
(e) the size and type of the largest vehicle likely to use the driveway on a regular basis (usually a service vehicle);
(f) the number of service bays served by the driveway.</td><td>AO5.1
Vehicle crossovers meet the minimum widths identified below:
<table><tr><td>Number of spaces</td><td>Minimum width (metres)</td></tr><tr><td>1-5 spaces</td><td>3.5</td></tr><tr><td>6-40 spaces</td><td>6.0</td></tr><tr><td>41+ spaces</td><td>7.0</td></tr></table>AO5.2
Where service vehicle spaces are required in accordance with Table 9.4.5.2 - Car parking generation rates and service vehicle requirements vehicle crossovers are constructed in accordance with AS2890.2 – Parking facilities – Off-street commercial vehicle facilities.</td></tr>
<tr><td colspan="2">Car Parking</td></tr>
<tr><td>PO6
The provision of parking for disabled users is to be adequate for the proposed use.</td><td>AO6
Provision of parking for persons with disability and general access is to be made in</td></tr>
</table>

	accordance with the requirements of *Australian Standards AS1428 – Design for access and mobility* and *AS2890.6 – Parking facilities*, in relation to parking space width and location, manoeuvring areas for mobility aides, gradients, location of stairs, ramps, doorways and signage.
Performance Outcomes	**Acceptable Outcomes**
PO7 The provision of bicycle storage is adequate to meet the demand of proposed use.	**AO7** Bicycle parking is to be provided in accordance with the requirements identified in *Australian Standards AS2890.3* and AUSTROADS *Guide to Traffic Management Part 11: Parking.*
PO8 Service vehicle provision is adequate for the use and ensures safe and functional operation for motorists and pedestrians.	**AO8** Service vehicle spaces are to be provided in accordance with the requirements identified in **Table 9.4.5.2** - **Car parking generation rates and service vehicle requirements**.
PO9 All car parking spaces are constructed with appropriate line marking to the correct size and standard.	**AO9.1** Car parking dimensions are designed and line-marked in accordance with Australian Standard *AS 2890.1 Parking Facilities – Off Street Parking* using a B99 as the design vehicle (Minimum Class 2 User Class). **AO9.2** Service vehicle spaces are designed in accordance with Australian Standard *AS 2890.2 Parking Facilities – Commercial Off Street Parking.* **AO9.3** Car parking spaces for people with disability are designed and constructed in accordance with Australian Standard AS 2890.6 - Off-street parking for people with disabilities
PO10 Adequate car and service vehicle manoeuvrability is provided on site to ensure safe and functional vehicle movements on the: (a) site; (b) vehicle access; and (c) road network.	**AO10.1** Vehicles must enter and exit the site in a forward gear unless for a: (a) *dwelling house*; or (b) *dual occupancy* and the premises does not: i. adjoin a Collector Street or Arterial Road as defined in **Table 9.4.5.3 – Road Hierarchy Levels and Objectives**; or ii. adjoin a road that contains a constructed pedestrian footpath at the frontage of the premises. **AO10.2** Development provides a vehicle manoeuvring area that: (a) accommodates the service vehicle specified in Table 9.5.4.2 - Car parking generation rates and service vehicle requirements;

	(b) *complies with Part 7 - Car Parking and Manoeuvring Standards of* SC6.2 – Planning Scheme Policy 1 – Design and Construction Standard

Performance Outcomes	Acceptable Outcomes
	AO10.3 Servicing areas have a height clearance to accommodate the type of service vehicle required to service the type of development identified in **Table 9.4.5.2** - **Car parking generation rates and service vehicle requirements**.
PO11 Car parking areas provide appropriate room for the queuing of vehicles to maintain the safe and efficient functioning of the car park and the road network, taking into consideration: (a) the size of the car parking area and the design turnover rates; (b) the type and capacity of any control facility; (c) the road hierarchy; (d) the design of the car parking area beyond the queuing area.	**AO11** Car parking areas accommodate a queuing vehicle storage capacity of: (a) 4% of on-site spaces for car parks under 100 spaces; OR (b) 2% of on-site spaces for car parks between 100 and 250 spaces; OR (c) 1% of on-site spaces for car parks above 250 spaces.
PO12 The development provides safe and efficient access between car park entry/exit points and parking modules.	**AO12** Ramps are to be designed and constructed in accordance with Australian Standard *AS2890.1* and *AS2890.1 Parking Facilities – Off Street Car Parking.*
PO13 Loading facilities have sufficient area to provide for the safe and manoeuvring, standing and loading or unloading of service vehicles.	**AO13** Loading areas are provided in accordance with the standards set out in *AS2890.2 – Parking Facilities – Off-Street Commercial Vehicle Facilities*.
Road network infrastructure design and standards	
Road Hierarchy	
PO14 The road hierarchy provides a safe and efficient transport network catering for the movement of people and goods throughout the region whilst maintaining the amenity of urban and rural areas. Geometric design features of each road type must: (a) convey its primary function for all relevant design vehicle types; (b) have horizontal and vertical alignment that discourages excessive speeds; (c) encourage traffic speeds and volumes to levels commensurate with road hierarchy function; and (d) ensure unhindered access by emergency vehicles.	**AO14.1** New roads are consistent with the role and function of the road hierarchy in accordance with **Table 9.4.5.3 - Road hierarchy levels and objectives** and **Road Hierarchy Overlay Map (OM-017)** **AO14.2** Roads and streets are to be designed and constructed in accordance with **SC6.2 – Planning Scheme Policy 1 – Design and Construction Standards**.
PO15 Where a new road is created as part of Reconfiguring a Lot, the road is capable of accommodating appropriate on-street car parking.	**AO15** On street car parking is provided at a rate of one (1) space per residential lot and located on road shoulders immediately adjacent to residential lots.

Performance Outcomes	Acceptable Outcomes
PO16 A safe pedestrian/cycle network is provided to ensure the development connects into the broader network of proposed and existing pathways.	**A16** All cycle infrastructure is to be designed and constructed in accordance with *AUSTROADS Guide to Road Design – Part 3: Geometric Design* and *Part 6A: Pedestrians and Cyclists Paths*, *AUSTROADS Guide to Traffic Management: Part 6 – Intersections, Interchanges and Crossings (2007)* and Parts 4, 4A, 4B and 4C of the *Guide to Road Design* (Austroads 2009c, 2009d, 2009e and 2009f respectively).
PO17 Bridges are to be constructed to a high standard to support the anticipated land uses and associated vehicle types (including construction vehicles) that the bridge provides a connection to.	**AO17** Bridges are to be constructed and implemented in accordance with *Austroads Bridge Design Code 1992 Sections 1 – 7.*
PO18 Traffic control devices (all signs, traffic signals, pavement markings, traffic islands, or other devices) are installed to regulate and guide traffic.	**AO18** Traffic control devices are to be constructed and implemented in accordance with the *Manual of Uniform Traffic Control Devices Parts 1 – 14.*
PO19 Adequate street lighting is provided that avoids abrupt changes in lighting levels during both day and night operation.	**AO19** Street lightning is to be designed in accordance with *Australian Standard AS1158.*

Table 9.4.5.2 – Car parking generation rates and service vehicle requirements

Use	Car Parking Rate	Service Vehicle
animal husbandry	1 space per employee (full time equivalent); plus the provision of parking for the loading and unloading of goods including livestock within the site.	AV
animal keeping	3 spaces; plus 1 additional space per employee (full time equivalent).	MRV
bulk landscape supplies	1 space per 400m² of total use area.	AV
caretaker's accommodation	1 space.	LRV
cemetery	A minimum of 30 visitor spaces.	SRV
child care centre	1 space per employee (full time equivalent); plus 1 space per 10 children to be accommodated.	HRV/MRV
club	1 space per 30m² of *gross floor area.*	MRV
community residence	1 space per resident support worker.	
community use	Sufficient spaces are provided to accommodate the amount vehicular traffic likely to be generated by the use.	MRV
correctional facility	Sufficient spaces are provided to accommodate the amount vehicular traffic likely to be generated by the use.	LR/Bus
crematorium	A minimum of 30 spaces.	SRV
dual occupancy	1 space per dwelling; plus 1 visitor space per dwelling (may be provided in tandem and of which 1 must be covered); plus 1 space per bathroom for every bathroom in excess of 3 bathrooms per	
dwelling house	2 spaces.	B99
dwelling unit	1 space.	B99
educational establishment	1 space per employee full time equivalent; Where involving: - secondary school: 1 space per 15 students; - tertiary education: 1 space per 5 students; - special education: 1 space per 10 students; - primary and secondary school: 1 space per 15 students; - secondary education (year 12 only): 1 space per 10 students.	AV/Long Rigid Bus

food & drink outlet	Car parking is to be provided at a rate of 1 space per 60m² of *gross floor area;* plus queuing for 6 vehicles is to be provided for any drive through facility. Where the use is within a Centre Zone category, on-street car parking is to be utilised or additional provided in the first instance. Car parking is to be provided within 50m of the entrance to the use.	MRV
funeral parlour	1 space per employee (with a minimum of 5 spaces); plus 1 spaces per person capable of being accommodated in any associated chapel.	SRV
garden centre	4 spaces; plus 1 space per 500m² of the use area excluding any area used for parking or manoeuvring.	HRV
hardware and trade supplies	2 spaces per 100m² of *gross floor area.*	AV
health care services	1 space per 30m² of *gross floor area.*	RCV/LRV RCV or HRV
home based business	1 space in addition to parking provided for the dwelling.	To be determined at application stage
hotel	1 space per short term accommodation unit; plus 1 space per 30m² of *gross floor area* excluding short term accommodation areas; plus queuing for 6 vehicles associated with any drive-through bottle shop.	RCV
high impact industry	1 space per 3 employees; or 1 space per 100m² of *gross floor area* or part thereof, whichever is the greater.	AV/B Double
low impact industry	1 space per employee (full time equivalent); plus 1 space per 100m² of *gross floor area.*	AV/B Double
medium impact industry	1 space per employee (full time equivalent); plus 1 space per 100m² of *gross floor area.*	AV/B Double
multiple dwelling	1 space per dwelling; plus 0.5 visitor spaces per dwelling; plus 1 space per bathroom for every bathroom in excess of 3 bathrooms per dwelling.	MRV, HRV (if over 10 units)
Non-resident workforce accommodation	1 space per *accommodation unit.*	HRV
office	1 space per 60m² of *gross floor area.* Where the use is within a Centre Zone category, on-street car parking is to be utilised or additional provided in the first instance. Car parking is to be provided within 50m of the entrance to the use.	Van
outdoor sport and recreation	Sufficient spaces are provided to accommodate the amount of vehicular traffic likely to be generated by the use.	HRV/Bus

park	Sufficient spaces are provided to accommodate the amount of vehicular traffic likely to be generated by the use.	MRV
place of worship	7 spaces per 100m² of *gross floor area*.	SRV
relocatable home park	1 space per relocatable home; plus 1 visitor space per 4 relocatable homes.	HRV
residential care facility	1 space per 10 bed; 0.25 spaces per bed for visitor parking; 0.5 spaces per employee.	MRV
sales office	2 spaces.	To be determined at application stage
service station	5 spaces per 100m² of total use area; sufficient queuing space is to be provided based upon the vehicular traffic likely to be generated by the use.	AV/B Double (depending on product type)
Shop	1 space per 60m² of *gross floor area;* plus queuing for 6 vehicles associated with any drive-through shop. Where the use is within a Centre Zone category, on-street car parking is to be utilised or additional provided in the first instance. Car parking is to be provided within 50m of the entrance to the use.	
shopping centre	1 space per 40m² of *gross floor area*; plus 1 space per 100m² of internal storage and loading areas.	*gross floor area* 0-400m² - 1 SRV; *gross floor area 401*m² - 3,000m² - 1 Van, 1 SRV; *gross floor area* 3,001m² - 6,000m² - 3 Van, 1 SRV, 1 MRV; *gross floor area* 6,000m² - as determined by Council
short term accommodation	1 space per unit; plus 1 space for a manager's flat; plus 0.25 spaces per accommodation unit for visitors and staff. Note - where developments include dual key units each unit is counted as 1 accommodation unit for the purpose of calculating car parking spaces.	HRV
showroom	1 space per 40m² of *gross floor area.*	HRV
theatre	1 space per 5 seats.	HRV
tourist park	1 spaces per site.	AV
utility installation	1 space per 100m² of *gross floor area.*	AV
veterinary services	1 space per 60m² *gross floor area.*	SRV
warehouse	1 space per 100m² of *gross floor area.*	AV

any other use	Car parking is provided at a rate sufficient to accommodate the expected demand for the use.	Service vehicle parking is provided at a rate sufficient to accommodate the expected demand for the use.

(1) 'No specific rate' – means the required number of parking spaces (or facilities for service vehicles) will be based on the circumstances of the specific proposal and assessed against the Performance Criteria and information provided with the application.
(2) SRV - means Small Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities).
(3) HRV - means Heavy Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities).
(4) AV - means Articulated Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities).

Table 9.4.5.3 - Road hierarchy levels and objectives

Arterial Roads				**Collector Streets**					**Local Streets**			
• through traffic movements between towns; • longer distance strategic traffic movements; • primary connection between town and employment, economic; • education or entertainment centres; • line haul public transport task; • primary freight and dangerous goods routes; • where possible limit direct access to properties, from lower order roads; • regional cycle movements.				• carry traffic having a trip end within the specific area; direct access to properties; • collecting and distributing traffic from local areas to the wider network; • access to public transport; local cycle movements.					• direct access to properties; • provide exclusively for one activity of function; • pedestrian movements; • local cycle movements.			
Highways	**Main Roads**	**Urban Arterial**	**Rural Arterial**	**Major Urban Collector**	**Urban Collector**	**Rural Collector**	**Urban Feeder**	**Rural Feeder**	**Urban Access**	**Rural Access**	**Service Roads**	**Unformed**
Include National highways and other state highway High speed, high volume routes	State Strategic roads generally of this class.	Generally State Strategic. Regional roads or major local government roads	Mainly Regional roads and major local government roads.	Mainly Regional roads, Significant Local Government road links in urban areas. Conveys through traffic.	Local Government collector and trunk collectors. These are roads and street that provide a link between residential access roads to a higher class of road within township areas.	Mainly district roads and local government collector roads local traffic.	These roads provide the access to commercial or industrial properties to allow for the carrying out day to day activities, business or occupations.	All weather road pre-dominantly two-laned and mainly sealed.	These roads provide the access to commercial or industrial properties to allow for the carrying out day to day activities, business or occupations.	All weather two leaned road formed and graveled or single lane sealed road with gravel shoulders.	These roads are roads within show-grounds, sporting facilities, community facilities, rubbish dumps, council offices, aerodromes, depots, treatment plants.	A single lane two-way dry weather, unformed track/road, made from local materials